





**INTERNAL COMM**

### Comparison of South-Bound East-Bound Freight Upper Mississippi

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**The Tonnage Moved East  
Twenty Times That In  
South by River.**

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**Chicago the Great Prime**

west.

*Special Dispatch to The Chicago*  
WASHINGTON, D. C., Jan. 19.—The  
statement is from the report of John  
Jr., Chief of the Bureau of Statistical  
Internal commerce of the country:  
It is proposed to present a con  
the commerce of the Mis

merce passing over railroad bridge  
river between the same points. It  
now to consider the general feat

trans-Mississippi commerce, with a view to furnish illustrations of some of the important conditions governing the general conduct of the internal trade of the country.

**THE TOTAL TONNAGE MOVED** across the Mississippi River by rail from 2,344,354 tons during 1875, to 10,000,000 tons during 1904, an increase of 1,210,400 tons.

cluding lumber, which reached  
river from the north during the  
1873 is stated as follows: In 1875, 1

174,065. This exhibits a decrease of  
The relative tonnage of merchandise  
east across the Mississippi River  
bridges, and of merchandise moved  
ing St. Louis by river, during the  
as follows: Moved east by rail, 3  
moved south by river, 174,065.  
It appears that the shipments fr  
east by rail across the Mississippi R

By adding the rail shipments to

from St. Louis to the tonnage move above St. Louis, and considering the same to be represented by the tonnage at St. Louis from the north and the tonnage at St. Louis towards the south, we have the following expression as to the tonnage shipped east across the Mississippi and shipped south on the Mississippi between St. Louis and St. Paul:

river, 608,555 tons. From this it ap  
total eastward movement of tonna  
than seven times the southw

Twenty-five years ago the entire country bordering on the Mississippi above St. Louis was confined to St. Louis was the principal centre. At that time no railroad had been built from the seaboard to the Mississippi and the eastward movement of traffic was represented by zero.

statement as to the magnitude of eastward movement of commerce ways the story of

The relative tonnage of freight and west by rail over the bridges across the Mississippi River, between St. Paul, Minn., and St. Louis, Mo., during the year 1878, was as follows: Moved east, 3,554,838 tons; moved west, 1,100,000 tons; total, 4,654,838 tons.

east, and 37 per cent was moved west, is characteristic of the general west-bound and east-bound tonnage.

The chief value as a highway of the present time of that part of the River north of St. Louis consists in it affords invaluable facilities for lumber from the pineries of the order to secure uninterrupted navigation between the trans-Mississippi

river, **THIRTEEN BRIDGES**  
have been constructed across

River by railroad companies, at cost of \$20,413,000, as follows: Wisconsin, \$250,000; La Crosse, \$250,000; Prairie du Chien, \$120,000; Dubuque, \$800,000; Keokuk, \$20,000; Clinton, \$800,000; Burlington, \$2,000,000; Burlington and Iowa, \$2,000,000; Burlington and Missouri, \$2,000,000; Burlington and Nebraska, \$2,000,000; Burlington and North Dakota, \$2,000,000; Burlington and South Dakota, \$2,000,000; Burlington and Texas, \$2,000,000; Burlington and Utah, \$2,000,000; Burlington and Wyoming, \$2,000,000; Burlington and Montana, \$2,000,000; Burlington and Idaho, \$2,000,000; Burlington and Nevada, \$2,000,000; Burlington and Arizona, \$2,000,000; Burlington and California, \$2,000,000; Burlington and Oregon, \$2,000,000; Burlington and Washington, \$2,000,000; Burlington and Alaska, \$2,000,000; Burlington and Hawaii, \$2,000,000; Burlington and Puerto Rico, \$2,000,000; Burlington and the Virgin Islands, \$2,000,000; Burlington and the Philippines, \$2,000,000; Burlington and the United States, \$2,000,000; Burlington and the world, \$2,000,000.

It is impossible in this connection more fully upon the history of the great eastward current of trade

across the Mississippi River  
Cities of St. Paul, Minn.  
Louis, Mo., and which  
concentrated at Chicago. It  
fice to present a few of the more  
in regard to the present conditio  
this eastward movement of traffic  
The principal demand for the  
cultural products of the West

of Europe. The circumstances su-  
agriculturists of the Northwest  
rise to a demand for

**A GREAT AND CAPACIOUS MARKET**  
CAGO,  
amply supplied not only with wheat, potatoes, connecting tracks, and freight cars, but with cheap and rapid receipt and distribution of produce, but with the requisite facilities in the hands of merchants and bankers for the purchase of grain and provision.

list at any of the Mississippi R. available capital and the transfer facilities at those terms being

Aside from any question as to transportation by river, the mere cost of transfer from rail boats prevents any deflection from west railroads to the Mississippi points of crossing. Besides, no expense is involved in the transportation from the Mississippi

commodities from cars to boats and the other hand, there is a very large volume of trade from the river to the rail.

south-bound river tonnage while the railroad bridge at Dubuque during the year 1878 was loaded with more than one-half stopped at Peoria Island, Ill., and was there transferred to the Chicago and North-Western roads and carried to Chicago; it was stated, 94 per cent of the entire tonnage which passed down the Mississippi during the year 1878 was landed above St. Louis. These circumstances

Upper Mississippi during the winter frequency of low water in that part and the lack of market towns on

These conditions also contribute towards constituting the City of CHICAGO THE PRINCIPAL PRIMA for the surplus agricultural products of the Northwest.

Northwestern States at Chicago, and at other Western points, in the usual course of that trade.

constant tendency towards direct points west of the Mississippi River east of Chicago, and also between points and ports in Europe. Shipments are bedeviled to be increased absolutely, but relatively, with the growth of the trade of the prime West. Although the difference between such direct shipments and

effectual regulator both of prices and charges. Such direct shipments

The following interesting statement in regard to the subject:

**DIRECT SHIPMENTS OF WESTERN**

presented by Col. Milo Smith, in his report to this office:

facturing establishments of Iowa  
ping their products direct to Europe.  
At various

at various points in the State have been established, and a very large portion of their entire product is shipped to Scotland or to England, and the products of the State ship direct to Ireland a large quantity of their goods. These shipments are made in through cars, from the point of origin to the seaboard at Boston, New York and Philadelphia on through bills of lading.

uncommon thing for live stock points west of the Mississippi R. European markets without any

"The shipments on through bill increasing from year to year, and probable that the time will come a few years when a very large port-

time and expense will make this

...the business. It is not u  
look forward to the time when  
running from the seaboard to Ch



















**OCEAN NAVIGATION.**  
**ANCHOR LINE MAIL STEAMERS**  
New York and Glasgow.  
ANCHOR LINE Jan. 23 p.m. GIBRALTAR, Feb. 7 p.m.  
ETHIOPIA, Jan. 31 p.m. DEVONIA, Feb. 14 p.m.  
New York to London direct.  
RHYIA Jan. 30 p.m. ASSYRIA Jan. 31 p.m.  
CASSIA, Feb. 10 p.m. *Extraordinary accommodations.*  
Stowage 25s.  
HENDERSON BROTHERS, 55 Washington st.

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erry, from N. Y., every Thursday. First Cabin, \$20  
to \$25, according to acceptance. Second Cabin, \$10 to  
\$15. Steerage, \$5.

**AUSTIN, RALPH & CO.,**  
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JOHN BLANCH, Western Manager.

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**CUNARD MAIL LINE.**

Shipping is once a week to and from British Ports. France  
Ticket from Liverpool, Queenstown, Glasgow, Belfast,  
Dublin, Belfast, and Londonderry at lowest rates.  
Company's Office, corner of Randolph and Dearborn streets,  
Chicago.

**P. H. DU VERNEY,**

Gen'l Western Agent.

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**NOTES.**

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**CARROLLTON HOTEL.**

Baltimore, Light, and German-sts., Baltimore, Md.

Rates reduced to \$5 and \$2.50 per day, according to location of rooms. Bathing, hairdressing, and other special services, and double rooms, according to rates. The most numerous and latest-built hotel in the city. Elevator runs continuously to all floors. Rooms clean, comfortable, and well furnished. Free use of telephone. Manager, Baltimore, Md., Geo. F. W. COLEMAN.

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**RAILROAD TIME-TABLE.**

ARRIVAL AND DEPARTURE ON SUNDAY

**ARRIVAL AND DEPARTURE OF TRAINS.**

EXPLANATION OF REFERENCE MARKS.—Saturday excepted. \*Sunday excepted. †Monday excepted. Daily.

Chicago & Northwestern Railway.  
Ticket Office, 6 Clark-st. (Sherman House) and at the depots.

Trains	Leave.	Arrive.
Pacific Fast Line.....	7:30 a.m.	3:45 p.m.
Southern City & Yankee..	8:00 a.m.	4:15 p.m.
Dubuque City Ex. via Clinton.	9:30 a.m.	5:45 a.m.
Dubuque Night Ex. via Clinton.	10:30 p.m.	6:45 p.m.
Omaha Night Express.....	11:30 p.m.	7:45 p.m.
Des Moines Ex. via Clinton.	11:30 p.m.	7:45 p.m.

[illegible]

Chicago, Harrington & Quarter Mainland.  
For Maps, Guide-Books, Time-Tables, Sleeping-Car  
accommodations, apply at any of the following  
ticket offices of the Great Northern, Chicago and  
Pacific Hotel, Sprink's Express office (on southeast  
corner Randolph and Dearborn), Pullman's Tour  
av. Grand Central Depot, corner Sixteenth and  
Broadway.

	Leave	Arrive
Ottawa & Stretzer Express.....	7:20 a.m.	7:30 p.m.
Netraba & Kansas Express.....	1:20 a.m.	4:30 p.m.
Rockford & Prescott Express.....	1:20 a.m.	4:30 p.m.
Dubuque & Sioux City Express.....	1:20 a.m.	4:30 p.m.
Pacific West Express.....	1:20 a.m.	4:30 p.m.
Kansas & Colorado Express.....	1:20 a.m.	4:30 p.m.
Denver & Groves Accommodation.....	1:20 a.m.	4:30 p.m.
Aurora Passenger.....	1:20 p.m.	1:30 a.m.
Mendota & Ottawa Express.....	4:40 a.m.	5:50 p.m.
Aurora Passenger.....	5:50 p.m.	6:00 a.m.
Downers Grove Accommodation Prescott & Dubuque Express.....	6:10 p.m.	7:10 a.m.
Orange & Rockford Express.....	7:10 p.m.	8:10 a.m.
Omaha Night Express.....	9:00 p.m.	4:30 a.m.
Chicago & St. Louis Express.....	9:00 p.m.	4:30 a.m.

Kansas City & St. Louis Express..... 7:55 pm; 7:45 am  
C. R. & O. Palace Dining-Cars and Pullman-Insulated  
Sleeping-Cars run between Chicago and Omaha on the  
Pacific Express.

**Chicago, Rock Island & Pacific Railroad.**  
Depot, corner of Van Buren and Sherman-sts. Tickets  
Office at Clark-st. Sherman Hotel, corner Madison,  
Grand Pacific Hotel, and 9 Canal, corner Madison.

	Leave.	Arrive.
Davenport Express.....	7:40 am; 7:35 pm	7:55 pm; 7:50 pm
Omaha Express.....	10:30 am; 10:25 pm	10:45 am; 10:40 pm
Kansas City, Leavenworth & At- chinson Express.....	10:30 am; 10:25 pm	10:45 am; 10:40 pm
Peru Accommodation.....	10:30 am; 10:25 pm	10:45 am; 10:40 pm

Night Express..... 10:30 p.m. 1:30 a.m.  
 7 Daily except Sundays. 7 Daily except Saturdays.  
 1 Daily except Mondays.

**Chicago, Milwaukee & St. Paul Railway.**  
 Union Depot, corner Madison and Canal sts. Tickets  
 Office, 61 South Clark-st. and at depots.

	Leave	Arrive
Chicago Express.....	7:55 a.m.	8:30 a.m.
Wisconsin & Minnesota, Green Bay, and Menasha through Day Express.....	10:10 a.m.	4:40 p.m.
Milwaukee, Madison, Prairie du Chien, and Iowa Express.....	8:10 p.m.	7:45 a.m.
Libertyville Accommodation.....	6:15 p.m.	8:35 a.m.
Milwaukee & St. Paul Express.....	10:30 p.m.	1:30 a.m.

In Fast Mail (daily).....	10:30 a.m. to 1:40 p.m.
Wisconsin to Minneapolis and Ash- land through Night Express.....	1:50 p.m. to 7:50 a.m.

All trains run via Milwaukee except the train to Minneapolis are good either via Madison and Prairie du Chien or via Watertown, La Crosse, and Winona.

**Chicago & Alton.**  
 Union Depot, West Side, near Madison-st. bridge, and Twenty-third-st. Union Depot, on Superior-st. at Clark-st. Grand Pacific Hotel, and Palmer House.

	Leave. - Arrive.
Kansas City & Denver Fast Ex.....	12:30 p.m. - 2:30 p.m.

Kansas City Night Express	7:30 p.m.	1:00 a.m.
St. Louis, Springfield & St. Paul	7:30 a.m.	1:00 p.m.
Mobile & New Orleans Express	7:30 a.m.	1:00 p.m.
St. Louis, Springfield & St. Paul	7:30 a.m.	1:00 p.m.
Florida, Charleston & East Express	7:30 a.m.	1:00 p.m.
& Keokuk Express	7:30 a.m.	1:00 p.m.
Pekin & Peoria Express	7:30 a.m.	1:00 p.m.
Chicago & Peoria Express	7:30 a.m.	1:00 p.m.
Streator, Lacon, Washington & Keokuk	7:30 p.m.	1:00 a.m.
St. Louis & Dwight Accommodation	8:00 p.m.	2:30 a.m.

**Illiana Central Railroad.**  
 Depot foot of Lake-st. and foot of Twinn-avenue.  
 Ticket Office, 12 Randolph-st. Near Clark, Grand  
 Pacific Hotel, and Palmer House.

	Leave.	Arrive.
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St. Louis & Texas Express	7:30 am	7:00 pm
St. Louis & Texas Fast Mail	8:00 am	7:00 pm
Calo & New Orleans Express	8:00 am	7:00 pm
Calo & Texas Express	8:00 am	7:00 pm
Springfield Express	8:00 am	7:00 pm
Springfield Night Express	8:00 am	7:00 pm
Florida, Burlington & Keokuk	8:00 am	7:00 pm
Florida, Burlington & Keokuk	8:00 am	7:00 pm
Dubuque & Sioux City Express	8:00 am	7:00 pm
Dubuque & Sioux City Express	8:00 am	7:00 pm
Chicago Passenger	8:00 am	7:00 pm

On Saturday night runs to Centralia only.  
 On Saturday night runs to Centralia only.

**Michigan Central Railroad.**  
 Depot foot of Lake-st. and foot of Second-st.  
 Ticket Office, C. Clark-st., southeast corner of Main-st.

	Leave.	Arrive.
Mail (via Main and Air Line).....	7:30 am	8:30 pm
Day Express.....	8:30 am	7:00 pm
Kalamazoo Accommodation.....	9:00 am	7:30 pm
Atlantic Express (Daily).....	9:30 am	7:30 pm
Night Express.....	10:30 pm	11:30 am

**Pittsburg, Ft. Wayne & Chicago Railway.**  
 Depot, corner Canal and Madison-sts. Ticket Office,  
 at Clark-st. Palmer House, and Grand Pacific Hotel.

	Leave.	Arrive.
Mail and Express.....	8:30 am	7:30 pm
Pacific Express.....	9:30 am	8:30 pm
Mail Train.....	10:30 am	9:30 pm

Baltimore & Ohio.		
Depots, Exposition Building and foot of Tremont-second-st. Ticket Offices, 55 Clark-st., Palmer Hotel, Grand Pacific Hotel, and Depot of Chesapeake and Pot.		
	Leave.	Arrive.
Morning Express.....	6:30 a.m.	6:59 a.m.
Fast Line.....	9:40 a.m.	7:00 p.m.
Lake Shore & Michigan Southern.		
	Leave.	Arrive.
Morning Mail—Old Line.....	6:30 a.m.	7:00 a.m.
New York & Boston Special Ex.....	9:40 a.m.	7:30 p.m.

<b>Fittsbury, Chisholm &amp; St. Louis R. R.</b> (Chisholm Air-Line and Ekomo Line.) Depot, corner of Clinton and Carroll-sts., West Side.										
	<table border="1"> <thead> <tr> <th></th> <th>Leave.</th> <th>Arrive.</th> </tr> </thead> <tbody> <tr> <td>Day Express.....</td> <td>7:45 a.m.</td> <td>8:45 a.m.</td> </tr> <tr> <td>Night Express.....</td> <td>7:45 p.m.</td> <td>8:45 p.m.</td> </tr> </tbody> </table>		Leave.	Arrive.	Day Express.....	7:45 a.m.	8:45 a.m.	Night Express.....	7:45 p.m.	8:45 p.m.
	Leave.	Arrive.								
Day Express.....	7:45 a.m.	8:45 a.m.								
Night Express.....	7:45 p.m.	8:45 p.m.								
<b>Chisholm, Indianapolis, Louisville, Columbus &amp; East River Express</b> Night Express.....										
	<table border="1"> <tbody> <tr> <td>.....</td> <td>8:40 a.m.</td> <td>8:50 p.m.</td> </tr> <tr> <td>.....</td> <td>8:50 p.m.</td> <td>7:40 a.m.</td> </tr> </tbody> </table>	.....	8:40 a.m.	8:50 p.m.	.....	8:50 p.m.	7:40 a.m.			
.....	8:40 a.m.	8:50 p.m.								
.....	8:50 p.m.	7:40 a.m.								
<b>Waukegan Line.</b> Depot, foot of Lake-st. and foot of Twenty-second-st.										
	<table border="1"> <thead> <tr> <th></th> <th>Leave.</th> <th>Arrive.</th> </tr> </thead> </table>		Leave.	Arrive.						
	Leave.	Arrive.								

Chattanooga, Indianapolis & St. Louis	7:40 a.m.	8:40 p.m.
ville Day Express	7:40 a.m.	8:40 p.m.
Night Express	8:40 p.m.	7:40 a.m.

**Chicago & Eastern Illinois Railroad.**  
(Overland Route)  
Ticket Office, 77 Clark st., 138 Dearborn-st. and Depot corner of Clark and Carroll-sts.

	Leave.	Arrive.
Day Mail & Florida Express	7:40 a.m.	4:30 p.m.
Nashville & Florida Express	7:40 a.m.	1:20 a.m.

**MISCELLANEOUS.**

NO CURE FOR	NO CURE FOR
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**DR. KEAN.** 173 South Clark-st., Chicago.  
 Consults personally or by mail, free of charge, on all chronic, nervous, or special diseases. Dr. J. Keen is the only physician in the city who warrants cures or no pay.

**DR. FORCAY.** { Luth. of New York City.  
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To all who are suffering from the errors and indications of youth, nervous weakness, early decay, loss of manhood, etc., I will send a remedy that will cure you, FREE OF CHARGE. This GREAT REMEDY was discovered by a missionary in South America. Send self-addressed card to the Rev. JOSEPH E. LEMMAN, Station D, New York City.



